(b) The following project will be completed in the current year :

Dimapur-Dibrugarh-Tinsukia-Lekhapani Gauge Conversion project.

**Project for Computerisation of entire Freight Operation**

252. DR. T. SUBBARAMI REDDY : Will the Minister of RAILWAYS be pleased to state :

(a) whether eleven years ago the Indian Railways gave a green signal to an ambitious Rs. 1079 crores project for computerisation of its entire freight operation by 1991;

(b) if so, whether after spending more than 134 crores the operation remains today manually controlled;

(c) if so, whether in 1985, the Government had set up the centre for Railway information system which was to design develop and implement the freight operation information system;

(d) the main reasons for not setting up this centre for operation; and

(e) the total loss incurred due to non-implementation of the programme?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) The Freight Operation Information System (FOIS) project for the Indian Railways was approved by the Planning Commission in November, 1989 at a cost of Rs. 1098 crore with the stipulation that it should be implemented in the first phase on the Northern Railway. The detailed estimate of the FOIS for the Northern Railway was sanctioned at a cost of Rs. 267.2 crore in December, 1992 and the target date for its implementation was 31.12.95.

(b) So far a total expenditure about Rs. 162 crore has been incurred on the project. The project is yet to be completed and until that happens freight operations will have to be manually controlled.

(c) The Centre for Railway Information Centre (CRIS) was set up in 1986 mainly to design, develop and to implement the FOIS.

(d) The software developed so far by the CRIS has been on trial in Delhi area of the Northern Railway. Various problems and deficiencies were encountered in the software during the trials and were attempted to be resolved. Several of these have, however, been persisting. To identify the reasons for this and find solutions, a technical study of the project was entrusted to the Indian Institute of Technology (IIT), Delhi in October, 1995. The IIT report, which evaluates the relevance and utility of the software and recommends guidelines for making the system workable, beneficial and cost effective has been received and is under examination.

(e) While there is delay in implementing the project, there has been no cost overrun so far.

**Amenities to Passengers at Belur Railway Station**

253. SHRI HANNAN MOLLAH : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that minimum passenger amenities are not available at Belur railway station, Eastern Railway;

(b) if so, the reasons therefor;

(c) whether any steps has been taken for providing waiting room, toilets, drinking water, overbridge and to clear the water-pass; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) to (d). Belur, a suburban railway station is already provided with amenities commensurate with the volume of passenger traffic handled. Waiting hall, toilets, drinking water facilities and foot-over-bridge are already available at the station.

**Late Running of Suburban Trains**

254. SHRI ANIL BASU : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that all the suburban trains of Calcutta are running late daily during the last few months;

(b) if so, the reasons therefor; and

(c) the steps taken/proposed to be taken by the Government to run suburban trains in time?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) No, Sir.

(b) and (c). It is the endeavour of the Railways to run trains punctually. However, at times due to certain unavoidable reasons such as Agitations/Bandhs, Miscreant Activities, Accidents, Dislocation due to equipment failures and bad weather etc. trains sometimes, run late. A more intensive monitoring has been initiated to improve the punctuality performance of trains.

**Inclusion of Plassey Railway Station in the Important tourist Places of West Bengal**

255. DR. ASIM BALA : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government are aware that Plassey is a historically important station of West Bengal and Railways have failed to include the name of Plassey in the important places/tourist places of West Bengal in the Time Table published by the Eastern Railway;

(b) if so, whether the name of this place has to be included in the Time Table of Eastern Railway; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) to (c) The list of tourist spots published in the Time Table is not comprehensive. However, Plassey will be included from the next Time Table of Eastern Railways.

**Waiting List at Calcutta Telephone Exchange**

256. SHRI AJOY MUKHOPADHYAY : Will the Minister of COMMUNICATIONS be pleased to state :

(a) the number of persons on the waiting list for telephones connection under Calcutta Telephone Exchange-wise;

(b) the steps being taken to clear this backlog;

(c) the number of persons who got telephone connections during the year upto October, 1996, exchange-wise; and

(d) the steps being taken to improve the functioning of the Calcutta Telephones?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA) : (a) The number of persons on the waiting list for telephone connection under Calcutta telephones exchange-wise is given in the inclosed statement-I.

(b) It is planned to give new connections of at least 55000 lines during the current financial year 1996-97 and the remaining during the year 1997-98 except a few technically non-feasible cases.

(c) The no. of persons who got telephone connections during the year up to October, 1996 exchange-wise is given in the enclosed statement-II.

(d) The following steps are being taken to improve the functioning of the Calcutta telephones.

(1) All the electromechanical exchanges are proposed to be replaced with electronic exchanges for better quality of service. Besides all further expansion is being done only with Digital Electronic Exchanges.

(2) All efforts are being made to upgrade the external plant with the introduction of ducts, use of jelly filled cables and revamping of overhead lines etc. Existing fault prone cables are being replaced to the extent possible.

(3) All worn out telephone instruments are planned to be replaced with good quality push button instruments.

(4) Introduction of optical fibre and digital microwave systems in junction media.

(5) Computerisation of fault repair services.

(6) Upgradation of customer service centres.

(7) Streamlining of Billing operations.

**STATEMENT-I**

*Waiting List as on 31.10.1996*

| S No | Exchange Name | No. of persons on waiting list |
|---|---|---|
| 1 | 2 | 3 |
| 1. | Burrabazar EWSD M | 387 |
| 2. | Central C-AOD | 861 |
| 3. | Central | 1427 |
| 4. | Chittaranjan | 1826 |
| 5. | Circus | 1702 |
| 6. | Picnic Garden RLU | 1410 |
| 7. | Alipur RLU | 715 |
| 8. | Alipur X Bar | 710 |
| 9. | Amtal RLU | 203 |
| 10. | Behala E. 108M | 4358 |
| 11. | Behala X Bar | 2718 |
| 12. | Budge Budge RLU | 725 |
| 13. | Garden Reach RLU | 1058 |
| 14. | Jeka RLU | 812 |
| 15. | Modkhali C. DOT | 54 |
| 16. | Baishnabghata RLU | 826 |
| 17. | Baruipur RLU | 336 |
| 18. | Jadavpur E. 10BM | 3841 |
| 19. | Jadavpur OCB M | 394 |
| 20. | Narendrapur RLU | 1290 |
| 21. | Ranikuthi RLU | 3637 |
| 22. | Ballygunge Pl. RLU | 355 |
| 23. | Kalighat E. 10BM | 316 |
| 24. | Kalighat X Bar | 934 |
| 25. | Kasba RSU | 658 |
| 26. | Russa EWSD M | 1295 |
| 27. | Russa RLU | 158 |
| 28. | Chowranghee RLU | 11 |
| 29. | City | 869 |
| 30. | Tiretta Bazar RLU | 43 |
| 31. | Tiretta Bazar I | 336 |
| 32. | Tiretta Bazar II | 1201 |
| 33. | Tiretta Bazar III | |
| 34. | Barasat RLU | 1722 |
| 35. | Barrackpore RLU | 1894 |
| 36. | Betpara RLU | 2669 |